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Amended Claims

27. The combination of claim 26 wherein said elevated obstruction on the roadway surface is substantially linear, and wherein said first ramp segments are substantially rectangular;

whereby in use, said plurality of adjacently disposed rectangular first ramp segments form a rectangular ramp for placing adjacent the substantially linear elevated obstruction.

28. The combination of claim 26 wherein said elevated obstruction on the roadway surface is substantially circular, and wherein said plurality of first ramp segments are substantially arcuate with said first edge of each said first ramp segments having an inner radius substantially corresponding to a radius of the substantially circular elevated obstruction, and wherein said opposing side edges extend substantially radially outward from said first edge;

whereby in use, said plurality of adjacently disposed arcuate first ramp segments form an annular ramp for placing around the substantially circular elevated obstruction.

30. The combination of claim 29 wherein said elevated obstruction on the roadway surface is substantially linear, and wherein said first and second ramp segments are substantially rectangular;

whereby in use, said plurality of adjacently disposed rectangular first and second ramp segments form a rectangular ramp for placing adjacent the substantially linear elevated obstruction.

31. The combination of claim 29 wherein said elevated obstruction on the roadway surface is substantially circular, and wherein said plurality of first and second ramp segments are substantially arcuate with said first edge of each said first ramp segments having an inner radius substantially corresponding to a radius of the substantially circular elevated obstruction, and wherein said first edge of each said second ramp segments have an inner radius substantially corresponding to a outer radius of the second edge of the first ramp segments, and wherein said

opposing side edges of said first and second ramp segments extend substantially radially outward from said first edge;

whereby in use, said plurality of adjacently disposed arcuate first and second ramp segments form an annular ramp for placing around the substantially circular elevated obstruction.

33. The combination of claim 32 wherein said first ramp segments include a metal core.

37. The combination of claim 36 wherein said first and second ramp segments include a metal core.

42. A method of constructing a roadway having a roadway surface and an obstruction elevated above the roadway surface at a height corresponding to an expected elevation of the roadway upon completion of construction, said method comprising the steps of:

(a) providing a temporary ramp assembly, said temporary ramp assembly comprising a plurality of individual ramp segments, wherein each of said ramp segments includes:

(i) a substantially horizontal lower surface adapted for contacting the roadway surface during use;

(ii) an upper surface adapted for contact with vehicle wheels during use, said upper surface inclined downwardly from a first edge at an apex to a second edge opposite said first edge, and wherein said first edge apex has a predetermined height substantially the same as the height of the elevated obstruction above the roadway surface;

(iii) a third edge having coupling formations extending therefrom;

(iv) a fourth edge having coupling formations formed therein complementary to said coupling formations extending from said third edge;

(b) placing a first one of said ramp segments on said roadway surface such that said lower surface thereof is in contact with the roadway surface and with said first edge thereof adjacent the elevated obstruction;

(c) placing at least a second one of said ramp segments on said roadway surface such that said lower surface thereof is in contact with the roadway surface and with said first edge thereof adjacent the elevated obstruction;

(d) positioning said fourth edge of said at least said second one of said ramp segments adjacent said third edge of said previously placed said first one of said ramp segments;

(e) interlocking said coupling formations extending from said third edge of said first one of said ramp segments with said coupling formations formed in said fourth edge of said at least said second one of said ramp segments, whereby said interlocking, adjacently disposed said first one and said at least said second one of said ramp segments forms a temporary ramp assembly disposed adjacent the elevated obstruction;

(f) maintaining said temporary ramp assembly on the roadway surface adjacent the elevated obstruction such that vehicles traveling on the roadway under construction may ride up and over the elevated obstruction without damage until said roadway surface is ready to be paved;

(g) removing said first one and said at least said second one of said ramp segments from the roadway surface prior to placing pavement adjacent the elevated obstruction; and

(h) placing pavement on the roadway surface adjacent the elevated obstruction.

43. The method of claim 42 wherein said upper surface of said ramp segments has a slope of at least approximately 1:20.

44. The method of claim 43 wherein said elevated obstruction on the roadway surface is substantially linear, and wherein said first one and said at least said second one of said ramp segments are substantially rectangular.

45. The method of claim 43 wherein said elevated obstruction on the roadway surface is substantially circular, and wherein said first edges of said first one and said at least said second one of said ramp segments are substantially arcuate with an inner radius substantially corresponding to a radius of the substantially circular elevated obstruction, and wherein said third edges and fourth edges thereof extend substantially radially outward from said first edges thereof.

46. The method of claim 42, wherein said ramp segments are elastomeric.

47. The method of claim 46 wherein said ramp segments include a metal core.

48. The method of claim 42, wherein said ramp segments further comprise fastener openings for receiving fasteners therethrough to secure said ramp segments to the roadway while in use.